



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

SAKOLSKI, A. M. *American railroad economics*. (New York: Macmillan. 1913. Pp. 295. \$1.25.)

To be reviewed.

SHELTON, W. A. *Railway traffic maps*. (Chicago: La Salle Extension University. 1913.)

A serviceable contribution to the detailed and technical analysis of freight rates in the United States; not, however, a volume to be placed in the hands of the uninitiated. The first impression gained from the sixteen maps is that of almost undecipherable complexity. Without a finding list or explanatory text, it would appear as if "confusion worse confounded" prevailed in this field of American freight rate making. Such being the case, it is doubtful if the volume can be made to serve the interests of academic instruction. It is designed rather for the chief of a railroad or state commission traffic bureau, and for this purpose it is, perhaps, unfortunate that the maps should not have been more substantially mounted and bound. They surely would not withstand much service in a railway freight office. Nevertheless, the convenience of having this material in compact form within one set of covers, cannot fail to be greatly appreciated by students of transportation. The amount of patient labor required for the compilation of such a series of maps can only be appreciated by those who have attempted work in that field.

W. Z. R.

STEEL, W. L. *The history of London and North Western Railway*. (London: Railway and Travel Monthly. 1913. Pp. 514, illus. 7s. 6d.)

DE VILLEDEUIL, P. L. *Oeuvres d'Emile et Isaac Péreire rassemblées et commentées*. (Paris: Alcan. 1913.)

WEISSENBACH, P. *Das Eisenbahnwesen der Schweiz*. I. *Die Geschichte des Eisenbahnwesens*. (Zurich: Füssli. 1913. Pp. vi. 264. 8 fr.)

*Comparative express and parcel post manual*. (Boston: N. Y. Express Audit Co. 1913. Pp. 224. \$2.50.)

*The railway terminal problem of Chicago*. (Chicago: City Club. 1913. Pp. ix, 98.)

*Lohnstatistik des Personals der österreichischen Staatseisenbahnverwaltung nach dem Stande vom 31. 12. 1912*. Four volumes. (Vienna: Hof- u. Staatsdruckerei. 1913. Pp. iii, 251; 927; 843; 293. 16 M.)

## Trade, Commerce, and Commercial Crises

*Markets for the People. The Consumer's Part*. By J. W. SULLIVAN. (New York: The Macmillan Company. 1913. Pp. viii, 316. \$1.35.)

This is a timely and informing book on a subject, of durable importance, that has been strangely neglected alike by professors

of economics and the apostles of social service. As labor investigator in America and Great Britain for the Commission on Public Utilities of the National Civic Federation, as assistant editor with Mr. Samuel Gompers, as a diligent reader of official reports and the diverse and fruitless outgivings of ardent amateurs, and as an independent investigator during repeated and extended visits to the continent of Europe, Mr. Sullivan, for over five years, has been pretty continuously occupied with the study of public victual markets. He has produced a book that is a real contribution to the literature of the subject,—a literature, be it said, that is so singularly meager, scrappy, and inadequate, that every real contribution to it is welcome.

The book is not a treatise or handbook, although it affords a fairly comprehensive survey of the principal types of public markets at home and abroad together with a considerable amount of specific information gleaned from scattered and relatively inaccessible sources. It may be characterized as a comparative study of the existing victual markets of London, Paris, Berlin, and New York for the purpose of determining how to secure “the shortest and cheapest possible lines from the producer, near or far, to the very door of the consumers in our metropolis of New York.” The author estimates that there are “a sure million” of consumers in Manhattan within about seven square miles of territory, north of the Battery.

Mr. Sullivan holds that: (1) the producer is the agent of the consumer; (2) only service for transportation and selling should be paid for in addition to the price paid the producer; (3) in New York the costs of retailing are double or treble the costs of wholesaling; (4) retailers maintain high conventional prices and do not share with the consumer the benefits arising from a seasonal plethora of produce; (5) the retailers’ system is economically defective and must give way to an improved system of semi- or tri-weekly open-air markets, and the multiplication of pushcart hucksters, with full freedom to use the streets.

Consumers are urged to demand: “The streets for the people.” Consumers, even the humblest, should learn to economize and exercise thrift; but to know his rights and fight for them in their good order is, principally, the consumer’s part.

A good third of this book is devoted to market conditions and tendencies in London, Paris, and Berlin. “Paris presents a wider and more varied range in methods of marketing than any other of

the great cities." According to the author, one third of all food-stuffs sold in Paris is handled by pushcart and open-market vendors, despite the existence of the great Central Halls and of a score of district market halls. Open-air and street markets of the medieval type still persist in London. "Working-class London, and much of middle-class London, buy the bulk of their perishable necessities from ambulant pushcart vendors or at open-air markets. The system is at once the most ancient and the most modern." Mr. Sullivan contends that open-air markets flourish in the suburbs of Berlin, and that the substitution, in Berlin proper, of district market halls for the old weekly out-of-door markets has proved a mistaken and unprofitable policy.

He controverts the notion that municipal markets "pay," in a commercial sense, either in Europe or in this country. His figures under this head, and his criticisms of the ambitious and costly schemes for providing New York with district market halls are highly significant and cannot be ignored.

Mr. Sullivan's demand that pushcart vendors be granted free use of the streets and open places in New York will doubtless arouse opposition in many quarters; but it seems to me that the plan he proposes is eminently worthy of a fair trial.

The value of this book would be much enhanced by an index.

EDWARD M. HARTWELL.

*The Trade of the World.* By JAMES DAVENPORT WHELPLEY.  
(New York: The Century Co. 1913. Pp. 436. \$2.00.)

After a general chapter on Trade Strategy, the author sketches in broad lines the commercial situation of thirteen selected countries or geographical units. The strength of Great Britain he attributes to her past supremacy, maintained by extensive settlement and investment abroad, but endangered by the organized attack of Germany through coöperation of the government, the banks, and the manufacturers.

The work records in a highly interesting way the impressions and conclusions of a far-traveled close observer of economic and political conditions. It is profusely illustrated by views of stock exchanges, ports and shipping, street scenes, and farming activity. The statistics also are illustrative of the author's generalizations—rather than the bases of his conclusions. Full or final treatment of the subject is disclaimed in the preface; and the announced purpose of coördinating commercial factors with a